CALLS FOR HELP PRECEDE SHIP IN

Many Ill and Hurt, Said Apparent Wireless Messages.

MRS. ASTOR NOT SICK

And No Need for Coroners Who Had Gone to Meet the Ship.

RELIEF WELL ORGANIZED Women, Hospitals, the Red

Cross and Other Societies

All Assist.

Before the Carpathia slipped through the fog and entered the harbor the air! among the survivors of the Titanic horror. Scores of the rescued were ill or injured, so steamship people were informed by snatches of wireless talk that were relayed here from the great land stations up the coast. Many were hurt, so the reports

went, when the Titanic dashed against the

bitter cold as they waited in the little

open boats for help to come. It was reported early that Mrs. John but that turned out to be untrue. The White Star Line heard directly from J. Bruce Ismay, its managing director, although the line declined to say what was the message. It is known, however, that word was sent from the Carpathia that Mr. Ismay was picked up shoeless and half naked. In infrequent flashes came other messages from the ship of mourning, messages which led the steamship officials to believe that there would be need for doctors and nurses and ambulances perhaps for those that receive the dead. Unable to construct a clear story of conditions aboard the Carpathia, executives lines knew, however, that the arrival of the ship at her pier would be a time for merciful ministrations and pitying

Ambalances for Many.

They were not dependent alone on their ship captain for hints of the truth. All day long physicians-the family doctors of well known people whose names are in the list of Titanic survivors-visited the two offices and gave what little news there was in the personal messages they had received from the Carpathia. In this way it became known that many of those saved from the glut of the sea had suffered much from exposure.

Be nightfall it was known by the Cunard Line that at least twenty priva - mbulances had been called for by passengers on the Uunard liner. And besides these by city hospitals or by private philanthropy was ready to give aid to the suffering and make easier the progress of the to the oier if required. women secured private automobiles. Fifth i avenue electric buses, carriages-what-Vanderbilt and Mrs. E. H. Harriman and Mrs. Nelson H. Henry at its head, were waiting to take charge of the women

Systematic Relief.

The most careful and systematic plans were made for the reception and transfer to homes, hotels or institutions of the Titanic's survivors.

Mayor Gaynor and Police Commis sioner Waldo had intended to go down the bay in the police boat Patrol to accompany the Carpathia to her pier and then to take charge of the police arrangements on the dock and in the streets outside. They were unable to carry out this plan, because the Cunarder artived sooner than she was expected. By the time the captain in charge of the harbor squad could get word to the Mayor and to Mr. Waldo that the Cirpathia had passed Quarantine she was being warped into her dock

In anticipation of the enormous number that would, for a variety of reasons, creditable or otherwise, surge about the Cunard pier at the coming of the Carpathia Mr. Gaynor and the Police Commissioner had seen to it that the streets should be rigidly sentineled by continuous lines of policemen. Under Inspector George McClusky, the man of most experience perhaps in handling large crowds, there were 200 men, including twelve mounted men and a number in plain clothes. For two blocks to the north, south and east of the docks lines were established through which none save those bearing passes from the Government and the Cunard Line could pene-

With all arrangements made that experience or information could suggest, the authorities settled down to await the docking of the Carpathia. No word sad come to either the White Star Line or the Cunard Line, they said, that any of the Titanic's people had died on that ship or that bodies had been recovered from the sea, but in the afternoon Mayor Gaynor sent word to the Board of Coroners that it might be well for some of that body to meet the incoming ship. Coroners Feinberg and Holtzhauser with Coroner's Physician Weston arranged to go down the bay on the Patrol, while Coroner Hellenstein waited at the pier. An and Immigration Commissioner William undertaker was notified to be ready if needed. Fortunately there was no such

THE new Woolworth Building, the tallest in the world, is being built Fire Proof and Fire Safe with the product of this Company.

Watch its growth. It is a remarkable demonstration of how a building is built on which can be set The Seal of Safety.

National Fire Proofing Company Flatirea Building General Offices:



survivors that could be thought of by offihad given up the news of the suffering cials of the city, of the Federal Government, by the heads of hospitals and the Red Cross and relief societies was arranged

Hospitals Volunteer.

eccommodations for 700 persons, agreed to throw open its doors and furnish lodging and food to any of the survivors as long as they should need it. Commissioner of ceberg. Others were the victims of the Charities Drummond did not know yester- agers. day, of course, just how great the call would be for the services of his department. He went to the Cunard pier last Jacob Astor was in a dangerous condition, night to direct his part of the work in person. Meanwhile he had twenty ambulances ready for instant movement on the city's pier at the foot of East Twentysixth street. They were ready to take patients to the reception hospital conected with Bellevue or the Metropolitan Hospital on Blackwell's Island. lances from the Kings County Hospital in Brooklyn were also there to do their share. All the other hospitals in the city stood ready to take the Titanic's people and those that had ambulances promised to send them. The Charities ferryboat Thomas S. Brennan, equipped as a hospital craft, lay off the department pier with nurses and physicians ready to be called to the Cunard pier on the other side of the city. St. Vincent's Hospital of both the White Star and the Cunard had 120 beds ready. New York Hospital twelve. Bellevue and the reception hospital 120 and Flower Hospital twelve

The House of Shelter maintained by the Hebrew Sheltering and Immigrant Aid Society announced that it was able to care for at least fifty persons as long as might be necessary. The German Society of New York, the Irish Immigrant Society. the Italian Society, the Swedish Immigrant Society and the Young Men's Christian Association were among the organneedy survivor would go without shelter. Mrs. W. A. Bastede, whose husband is a member of the staff of St. Luke's Hospital, offered to the White Star Line yesterday the use of the newly opened ward at St. Luke's, which will accommo-

date from thirty to sixty persons. said that the hospital would send four ambulances with nurses and doctors and that she had collected clothing enough for fifty persons. The line accepted her offer and said that the hospital would be kept informed as to what was needed. whatever equipment could be supplied A trustee of Bellevue also called at the White Star offices to offer ambulances. He said that five or six, with two or three doctors and nurses on each, would be sent

Many other hospitals as well as individuals called at the Mayor's office yes-Mrs. William K. Vanderbilt, Jr., and other terday expressing willingness to take woman living in Fiftieth street just off Fifth avenue wished to put her home ever vehicle could be of service. The at the disposal of the survivors. D. H. women's relief committee, with Mrs. Knott of 102 Waverley place told the Mayor that he could take care of 100 and give them both food and lodging at the Arlington. Holly and Earl hotels. Commissioner Drummond visited the City Hall and arranged with the Mayor the plans for the relief to be extended directly by the city. Mr. Drummond said that omnicuses would be provided to transfer passengers from the ship to the Municipal

Lodging House. 100 Private Automobiles Offered.

Mrs. W. K. Vanderbilt, Jr., spent the iay telephoning to her friends, asking hem to let their automobiles be used to meet the Carpathia and take away those who needed surgical care. It was announced last night that as a result of Mrs. Vanderbilt's efforts 100 limousine automobiles and all the Fifth avenue and Riverside Drive automobile buses would be at the Cunard pier.

Immigration Commissioner Williams said yesterday that he would be at the pier when the Carpathia came in. There was to be no inspection of immigrants at Ellis Island. Instead, the Commissioner sent seven or eight inspectors to the to do their work there and he asked them to do it with the greatest possible speed and the least possible bother to the shipwrecked aliens. The immigrants who had no friends to meet them were to be provided for until their cases could be fisposed of. Mr. Williams thought that some of them who had lost everything might have to be sent back to their homes Those who were to be admitted to the United States were to be cared for by the Women's Relief Committee.

Red Cross Plans.

Robert W. de Forest, chairman of the Red Cross relief committee of the Charity Organization Society, talked with Mayor Gaynor yesterday. Mr. de Forest said later that in addition to an arrangement that all funds received by the should be paid to Jacob H. Schiff, the New York treasurer of the American Red Cross. could turn over all the immediate relief work to the women's relief committee. The Red Cross will hold itself in reserve

o meet demands for permanent relief. The Red Cross committee had a meet ing last night at the Charities Building. made to provide for every possible emergency. At the meeting there were present Robert W. de Forest, Dr. Edward T. Devine, Mrs. John M. Glenn, Miss Florence M. Johnson, Mrs. William B. Rice, Mrs. W. K. Draper and W. Frank, street. Persons. It was decided to augment the ommittee, in view of the foreseen emergency, by adding Mrs. Nelson Henry, Mrs. Richard Irvin, Miss Eleanor Hewitt Williame.

The emergency committee received telegram that Ernest P. Bicknell, director of the American Red Cross, was coming from Washington. The Red Cross emer-

gency relief committee was to have several representatives at the pier to look out for the passengers on the Carpathia. Mr. Persons and Dr. Devine were to be there

and it was planned to have others.

The office of the committee is at present in the Charity Organization Society, 105 East Twenty-second street. A separate office will be opened if it is found to be necessary. Mr. De Forest explained that the Red Cross committee had perfected its plans, and he was certain that there would be no delay or difficulty about providing whatever relief was found to be necessary.

Room for 5,000 If Necessary.

Mayor Gaynor- estimated last night hat more than 5,000 persons could be ccommodated in quarters offered through his orders. Most of these offers of course would have to be rejected. The Mayor also said that Col. Conley of the Sixtyninth Regiment offered to turn out his regiment to police the pier, but it was thought that such service would be un-

necessary.
The Salvation Army offered through the Mayor's office accommodation for thirty single men at the Industrial Home. 533 West Forty-eighth street, and for twenty others at its hotel, 18 Chatham Square. The army's training school at 121 West Fourteenth street was ready to take twenty or thirty survivors. R. H. Farley, head of the White Star's third class department, said that the line would give all the steerage passengers railroad tickets to their destination.

The Messrs. Shubert announce that there will be a benefit for Titanic survivors at the Hippodrome on Sunday The Municipal Lodging House, which has night, April 28, Associated with the Shuberts in the undertaking are Lew Fields, William A. Brady, Winthrop Ames, Fred C. Whitney, John Cort. Oliver Morosco, Lewis Waller and other man-

P. A. S. Franklin, vice-president of the International Mercantile Marine, insisted last evening that he had not received, nor had the White Star Line or any official of it, any wireless message direct from

"We have no information," he said, that Mr. Ismay is frantic, that he is half condition of the passengers. We have ordered ambulances to be at the pier. That step is taken as a precaution.

"Don't you know, or haven't you been informed, that the condition of the passengers of the Carpathia, those rescued from the Titanic, is such that twenty ambulances have been ordered to meet he steamer?

"Will the officers and members of the crew of the Titanic who have been saved be allowed to tell their story?" Mr. Franklin was asked. "I do not know," he replied.

"How about Mr. Ismay?"

"I cannot speak for Mr. Ismay. There is no question that he is overwhelmed by grief. I guess you can understand that. He has said nothing in these personal messages of the accident."
"Will Mr. Ismay voluntarily go before

the Senate investigating committee?" "I believe so," said Mr. Franklin. "The White Star Line welcomes the investigaof whatever happened."

There was a report earlier in the day that Mr. lamay would be taken off the and pillows. Carpathia by the Cedric of the White Star Line, which sailed yesterday. Mr. Franklin said he knew nothing of it and

ASSEMBLY ON THE PIER.

Doctors, Nurses, Relatives, Stock

Long before dark a few people passed were allowed to go on the dock; but reports had been published that the Carpathia would not be in till midnight, and by 8 o'clock there were not more than 200 people on the pier. In the next hour the crowd with passes trebled in number By 9 o'clock the pier held half as many as it could comfortably contain. The early crowd did not contain many wemen relatives of the survivors. Few nervous people could be seen, but now and ther was a woman, usually supported by two male escorts, the woman weeping softly to

Among the first to arrive was a com mittee from the Stock Exchange headed by R. H. Thomas and composed of Charles Knoblauch, B. M.W. Baruch, Charles Holz derber and J. Carlisle. Mr. Thomas carried a long black box which contained \$5,000 in small bills, which was to hand out to the needy steerage survivors of the Titanic as they disembarked Limonaine for Mrs. Astor's Ambu-

With the early arrivals at the pier were the relatives of Frederick White who was not reported among the sur vivors, though Mrs. White was: Harry Mock, who came to look for a brother and sister: Eva Ballington Booth, with a squad of Salvation Army helpers; Vincent Astor, who arrived in a limousine with William A. Dobbyn, Col. Astor's secretary, and two doctors. The limousing was kept waiting outside to take Mrs. Astor to the Astor home in Fifth avenue The Waldorf-Astoria had sent over

hotel these survivors: Mrs. Mark Fortune and three daughters, Mrs. Lucien P. Smith, Mrs. J. Stewart White, Mrs. Thornton Davidson, Mrs. George C. Douglass, Mrs. George D. Widener and maid, Mrs. George Wick, Miss Bonnell, Miss E. Ryerson, Mrs. Susar

and five from the Volunteer Hospital came to the pier with fourteen doctors and were in the ambulance service of this o a squad of white capped nurses. ambulances also were loaded down with blankets, warm clothing and hot foods, which the nurses kept warm on electric stoves in one corner of the steel and

concrete pier. Free Railroad Transportation.

The Pennsylvania Railroad sent repre sentatives to the pier who said that the railroad had a special train of nine cars to the Municipal Lodging House. Gimin which it would carry free any passenger who wanted to go immediately to Philadelphia or points west. The Pennsylvania also had eight taxicabs at the automobiles on the job to help in caring pier for conveyance of the rescued to the for the survivors from the steerage. Fach Pennsylvania Station, in Thirty-third of the big delivery automobiles contained Among those who later arrived at the

pier before the Carpathia docked were P. A. B. Widener of Philadelphia, two women relatives of J. B. Thayer, William Harris, Jr., the theatrical man, who was accompanied by Dr. Dinkelspiel, and Henry Arthur Jones, the playwright.

Relatives of Saved and Loct.

Commander Booth of the Salvation ernment buildings be halfmasted on account of the Titanic disaster.

Washington, April 18.—President Taft has ordered that all flags on Government buildings be halfmasted on account of the Titanic disaster.



Elizabeth Nye and Mrs. Rogers Abbott, both Titanic survivors. Mrs. Abbott's grem from London saying that other Salvation Army people were on the Titanic. She was eager to get news of

U. S. A., stationed at Washington, who was waiting for tidings of Major Butt. supposedly at the instance of President

Senator William A. Clark and Mrs. Clark were also in the company. Dr John R. MacKenty was waiting for Mr of Washington A. Roebling, Jr., whose name is among the list of dead, went to the pier to see what they could learn of his fate.

J. P. Morgan, Jr., arrived at the pie about half an hour before the Carpathia decked. He said he had many friends on the Titanic and was eagerly await-

Fire Commissioner Johnson was there with John Peel of Atlanta, Ga., a brother of Mrs. Jacques Futrelle. Mrs. Futrelle crazed. No such message has come to has a son 12 years old in Atlanta and a daughter Virginia who has been in school in the North and is at present with friends an I look out for the ship's distress signa!. in this city, ignorant of her father's death A Man in Hysterica.

> There was one man in that sad waiting about 9 o'clock by dancing across the pier and back. He seemed to be laughing. but when he was stopped it was found that he was sobbing. He said that he had a relative on the Titanic and had lost control of his nerves. H. H. Brunt of Chicago was at the gang-

plank waiting for A. Saalfeld, head of the wholesale drug firm of Sparks, White & Co. of London, who was coming to this country on the Titanic on a business trip and whose life was saved.

Mgr. Lavelle Offers Help.

About an hour before the Carpathia arrived at her pier Monsignor Lavelle of the Cathedral, and Father Henry head of the Mission of the Holy Rosary in State street, a home for Irish immigrant girls, marshalled about twenty nuns from St. Vincent's and from St. tion. It has nothing to conceal. We will Francis Huspital. The Bronx, on the be glad to have a thorough investigation pier. They were followed by fourteen physicians and attendants from seven ambulances bearing stretchers, blankets

Mgr. Lavelle said he knew nobody among those saved from the Titanic. but that he wished to offer the services of both hospitals freely to any persons in need of assistance. The monsignore also said that the sisters are all trained nurses and ready to pay special attention to any injured. When it was found however, that their services were not needed, they gave their attention to women who were unaccompanied, an besides supplying them with necessitie in the way of clothing, supported ther as they left the pier.

CROWD OUTSIDE THE PIER. Kept So Far Back That Any Disor-

der Was Impossible.

from all approach to the pier that dis-order was impossible. The crowd was not even allowed within two blocks. Police Commissioner Waldo, who bay in the police boat Patrol, was in charge. Before the Patrol got in the

police were under the command of Inspector McCluskey, who had under him Capt. O'Brien of Traffic C as his aid There were twenty-five mounted patrolmen, seventy-five traffic policemen on foot, 200 patrolmen and fifty Central Office detectives, with a considerable number of lieutenants and sergeants keeping the men in the places to which they were assigned While the crowd was waiting for the Carpathia to dock the scene resembled a military manouvre in the night as much as anything, with squads of twenty or so policemen marching this way and that at short intervals.

Up through the middle of Eleventh ave nue was stretched a rope behind which were stationed newspaper men who did not have the vellow passes specially issued for the pier. This rope was many yards away from the pier entrance, but the public was not even allowed to approach this rope. If one had no card at all he was kept still further away.

The automobiles, which began coming at seven o'clock, continued until there were hundreds of them, ranged in three and four and five abreast upon Eleventh avenue from Eleventh street to Eighteenth street. The overflow occupied the side P. Ryerson, Mrs. Arthur Ryerson, Miss streets back of the crowd. Along with Mary Wick, the Misses Howell, Mrs. John the automobiles came a score or P. Snyder and Mr. and Mrs. D. H. Bishop.
Two ambulances from St. Vincent's mobiles with cloth placards on their sides showing that for last night that hospital.

One line of twenty carriages, remindall too much of a funeral procession, drove down to Pier 51, where the steerage passengers were disembarked. These carriages had been hired by the women's relief committee. The steerage passengers who were taken off on them were driven bels' store, which had made provision for three of its buyers who were on the Titanic, also had twelve of its delivery a complement of stretchers, cots and blankets. It was announced that those passengers taken aboard these cars would go to Gimbels' store, where a floor had been prepared with cots for the night. There were two men on each car in addition to

Taft Orders Plage at Half Mast.

the driver.

STEWARD'S STORY OF THE RESCUE AT SEA

Two Passengers and Two of Titanic's Crew Were Dying. When Taken Aboard.

ONE WOMAN SAVED A DOG

An English Colonel Swam for Hours When Boat Capsized With His Mother.

A steward of the Carpathia prepared

this narrative:
"At midnight on Sunday, April 14, I was promenading the deck of the steamer Carpathia, bound for the Mediterranean two sors were supposed to be among the lost. Miss Pooth had received a cablefrom the chief steward, E. Harry Hughes. I then learned that the White Star liner Titanic, the greatest ship affoat, had struck an iceberg and was in serious difficulties.

"We were then already steaming at our greatest power to the scene of the disaster. Capt. Rostron baving immediately given orders that every man of the crew sh stand by to exert his utmost efforts. Within a very few minutes every preparation had been made to rece ve two or w. Roebling and Carl G. Roebling, cousins placed ready, tables laid with hot soups placed ready, tables laid with hot soups and coffee, bedding, &c., prepared, and hospital supplies and surgeries laid out ready to attend to any injured.
"The men were then mustered in the

saloon and addressed by the chief steward. He told them of the disaster and appealed to them in a few words as Britishers to show the world what stuff they were made of and to add a glorious page to the history of the empire, and right well did the men respond to the appeal. Every lifeboat was manned and ready to be launched at a moment's notice. Nothing further could be done but anxiously wai

"Our Marconi operator, whose unceasing efforts for many hours deserve the greatest possible praise, was unable at this time to get any reply to the urgent perish later from exhaustion and exposure

just dawning when we observed a boat

"Fastward on the horizon a huge ceberg, the cause of the disaster, majes-Rope ladders were already lowered and

the oars could bring her. "Under the command of our chief officer. who worked indefatigably at the noble work of rescue, the survivors in the boat were rapidly but carefully hauled aboard and given into the hands of the medical staff under the organization of Dr. MoGee

"We then learned the terrible news that ne gigantic vessel, the unsinkable Titanic, had gone down one hour and ten

"From this time onward lifeboats con tinued to arrive at frequent intervals. Every man of the Carpathia's crew was unsparing in his efforts to assist to tenderly all sixteen boatloads were received, containing altogether 720 persons, many in simply their night attire, others in dinner reception or concert. Most con-

"Pathetic and heartrending incidents were many. There is not a man of the to tears. Women arrived and franctically rushed from one gangway to another eagerly scanning the fresh arrivals in the

"One boat arrived with the uncon body of an English Colonel. He had been taking out his mother on a visit to three others of her sons. He had succeeded in lowed the Carpathia up from the lower getting her away in one of the boate and he himself had found a place in another. When but a few vards from the ill fated ship the boat containing his mother capsized before his eyes.

"Immediately he dived into the water and commenced a frantic search for her. to take him aboard, but he refused to give CROSSED SEA TO MEET DEATH up, continuing to swim for nearly three hours until even his great strength of body and mind gave out and he was hauted unconscious into a passing boat and brought aboard the Carpathia. The doctor gives little hope of his recovery. He has spoken to nobody.

"There were, I understand, twelve of the husbands all but one, have peron the doomed vessel and parted from their brides forever, knowing full well that a few brief minutes would end all things for themselves.

"Many similar pathetic, incidents could be related. Sad eyed women roam aimfor husband, brother or father. To comfort them is impossible. All human forts are being exerted on their behalf. Their material needs are satisfied in every way. But who can cure a broken heart

Saved Her Pomeranian. "One of the earlier boats to arrive was

seen to contain a woman tenderly clasping a pet pomeranian. When assisted to the rope ladder and while the rope was being fastened around her she emphatically refused to give up for a sec-ond the dog which was evidently so much to her. He is now receiving as careful and tender attention as his mistress. "A survivor informs me that there was

on the ship a lady who was taking out a huge great dane dog. When the boats were rapidly filling she appeared on deck with her canine companion and sadly entreated that he should be taken off with her. It was impossible. Human lives, those of women and children, were the first consideration. She was urged to seize the opportunity to save her own life and leave the dog. She refused to tesert him and has, I understand, sacrificed her life with him. "One elderly lady was bewailing to a

steward that she had lost 'everything.' He indignantly replied that she should thank God her life was spared, never mind her replaceable property. The reply was pathetic.

Saks Clothes for Men

at 17.50 to 25.00 are the highest development in ready-forservice clothes at popular prices

¶ 17.50 to 25.00 continue to be the popular prices for Men's clothes. Saks clothes continue to be the popular clothes at these prices. The reason for the first is an economic condition which is none of our business. The reason for the second is as plain as a pikestaff and deserves another paragraph.

Primarily, the one big reason for the general preference for Saks clothes at popular prices is to be found in the general preference for Saks clothes at all prices their superb tailoring, their irreproachable finish, the sheer superiority of their style. But if you want something a little more conclusive than this, read on:

Most ready-for-service clothes are bought from two grades of makers—the popular-price maker and the higher-price maker. Now, in the first place, we do not buy clothes at any price at any time at all. We make the clothes we sell. In the second place, our tailoring ideals are set to the highest standards, and this, naturally enough, exerts an elevating influence on our popular-priced productions, as our Spring assortments at popular prices will bear out.

Saks & Company

Broadway at 34th Street

and she broke into uncontrollable grief.

Four Boats Adrift, He Says. "One incident that impressed me pernaps more than any other was the burial on Tuesday afternoon of four of the poor away from the doomed vessel only to finguiries he was sending out and he feared the worst.

"At last a blue flare was observed, to which we replied with a rocket. Day was "W. H. Hoyte, Esq., first class passent."

"Abraham Hornner, third class pas-

enger.
"S. C. Siebert, steward.

"P. Lyons, sailor. "The sailor and steward were unfortunately dead when taken aboard. The passengers lived but a few nmiutes after. we hove to near the lifebost, which was They were treated with the greatest now approaching us as rapidly as the attention. The funeral service was nearly exhausted efforts of the men at conducted amid profound silence and attended by a large number of survivors and rescuers. The bodies, remains covered by the national flag. were reverently consigned to the mighty deep from which they had been, alas, vainly, saved. "Most gratifying to the officers and men of the Carpathia is the constantly

expressive appreciation of the survivors

Survivore Raise Fund.

"On Tuesday afternoon a meeting was held in the saloon attended by all the survivors of the Titanic's saloon passengers. Mr. Goldenberg, who took the chair expressed in a vote of thanks comfort each and every survivor. In to the captain of the Carpathia, A. H. Rostron, R. N. R., their heartful thanks to God for their deliverance and the unanimous opinion of the company that evening dress, as if direct from an after no words could express their gratitude to the captain, officers and crew for their self-sacrifice and unsparing efforts in the

noble work of rescue.

"It was unanimously resolved to immediately open a fund with the objects of presenting a loving cup to Capt. Rostron and the officers of the Carpathia, presenting a purse to the crew and a purse to the surviving officers and men of the Titanic; also to render immediate assistance to such of the survivors as had lost everything and were penniless.

"I. G. Frauenthal of New York offered to act as treasurer and Mrs. I. I. Brown undertook the management of inquiring and rendering the necessary immediate assistance required." There was also read a unanimous resolution from the women survivors expressing heartfelt gratification and unrepayable indebtedness to the Carpathia's officers and men, enlarging upon their tender kindness. ness to the Carpathia's omeers and men, enlarging upon their tender kindness, chivalry and gallantry and their self-sacrificing devotion to the rescued. "The response to the appeal was im-mediate. Subscriptions ranging from \$250 downward rapidly filled the list."

George B. Goldschmidt Wanted to Share Cant. Smith's Trip.

HACKENSACK, N. J., April 18. Among the names in the list of those believed to have gone down with the Titanic is that of George B. Goldschmidt of New newly married couples aboard the big ship York, a brother of Edward Goldschmidt, The twelve brides have been saved, but a lawyer who formerly lived here but is now a resident of Manhattan. George ished. That one would not have been B. Goldschmidt had many friends in here, but that he was appealed to to assist to man a lifeboat. Think of the self-sac-rifice of these eleves heroes, who stood on the doomed vessal and parted from the doomed vessal and parted from

and had been across the Atlantic many times.

Among his best seafaring friends was Capt. Smith of the Titanic. When Mr. Goldschmidt heard that Capt. Smith was to bring over the big liner on her maiden trip he engaged passage on her, crossing to the other side with Capt. Smith on the Olympic. To him the first sail on the new ocean liner was like attending the initial performance to a first nighter.

The Goldschmidt brothers had offices at 34 Pine street and Edward Goldschmidt lives at 307 West Seventy-sixth street, Manhattan.

GERMANS CHANGE ROUTE.

North German Lloyd Liners Will Take Southern Course.

Special Cable Despatch to TRE Scs. BREMEN, April 18.—The officials the North German Lloyd have ordered their ships to use the southerly course for the next two or three months in order to avoid the ice.

This course is from 120 to 150 miles from the usual course.

The steamship George Washington which left New York to-day, has been advised to take the southern course.

Wanted to Sail on Biggest Ship; Went Down.

John Moore of 500 Willow avenue, Hoboken, said yesterday that his nineteenyear-old brother, Leonard Moore, is on the long list of the Titanio's lost passen-gers. The brothers came to this country his money for a trip to London to visit his mother and sailed in the early part of the winter. He chose the Titanic for the return voyage because of the fascination which a trip on the biggest ship in the world had for him.

News From Foreign Office:

PARIS HAND MADE BLOUSES FOR WOMEN; made of fine white batiste, with medallion of Irish hand embroidery, Val. of Irish hand einsert-and linen lace insert-\$7.98 LONG DOESKIN GLOVES-16

button length English Gloves, in white. They are of superior quality and washable. Really worth \$3.50. Special HAND EMBROIDERED NIGHT GOWNS; made of nainsook and trimmed with pretty floral sprays; Val. lace inserting

and linen lace 98c to \$5.49 Mourning Apparel in Complete Stocks





MICROTHERMOSTAT WARNS.

The Slobe Wernicke Co.

Have Saved Titanie.

CABINET SAFES

Dr. Wilfred T. Grenfel, who has scent isolated Labrador, said vesterday that he had much faith in the microthermostat, with which the Canadian Government is experimenting, to detect the presence in the near neighborhood of liners of ice-bergs and field ice. I we years ago he had his first experience with the micro-thermostat when he was coming down the Straits of Belle isie in the steamship

thermostat when he was coming down the Straits of Belle Isle in the steamship Strathcona.

At the southern end of the straits, in the steamship Stanley, were the Government experts, Dr. King and Dr. Barnes. The Strathcona sighted a berg, and knowing that the experts were below in the Stanley with the microthermostat the Strathcona sent out a wireless telling of the sighting of the berg. When Dr. Grenfel met Dr. King later the latter said the instrument recorded the presence of the berg about the time the Stanley received the wireless. Dr. King said afterward that he had "found" icebergs when they were six miles away.

The microthermostat resembles a big thermometer, the bulb of which is attached to, the side of the vessel about five feet below the water lines. Dr. Grenfel said he had never seen an iceberg carry its own veil of fog, but that he had seen them with halos, like inverted, icebergs overhead. McClintock, Arctic explorer. Dr. Grenfel said, had once estimated the weight of a particularly big berg at seven thousand million tons. The doctor, who receives the same sort of ice reports that come to the Hydrographic Office, has noted that the run and course of "growlers" this year had been abnormal.

The part of the big berg to be feared most, the doctor said, was the spur, or part projecting under the water far out from the berg. When he first heard of the Titanic's wreck he suspected that the undersurface part of the iceberg she struck might have done as much, damage to her holds, if not more.

Story of the Astor Jewels Persists. One of the stories picked up at Quarantine last night and credited to a steward on the Titanic was to the effect that after Col. Astor had put his wife in a boat he Col. Astor had put his wife in a boat he went back to get jewels worth \$500,000. No one would assume responsibility for the story and it does not agree with the other accounts of what Col. Astor did.

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